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# Public Input

The purpose of this section is to offer a view of the CIP from the perspective of priorities established by the Citizens' Advisory Boards (CAB) for each of the five Regional Services Center service areas and the Montgomery County Planning Board. The material in this section and related material in other referenced sections of the CIP makes it easier for citizens to focus on regional issues in the proposed CIP most relevant to their needs. This material enables citizens to locate more conveniently proposed CIP projects in their areas and to understand the coordination between projects in various functional areas of government. The preparation of this section completes several months of consulting the citizens of the various communities within Montgomery County.

The consultation process included the following steps:

- During the preparation of the recommended CIP, the Citizens' Advisory Boards sponsored citizen forums in all five of the Regional Services Center service areas: Bethesda-Chevy Chase, East County, Mid-County, Silver Spring, and Upcounty. These forums provided citizens with an opportunity to express their views on the future of the CIP in their area and to indicate their priorities for the CIP. Input from the Montgomery County Planning Board was solicited and received in July 2005.
- The Citizens' Advisory Boards presented their recommendations personally to the Chief Administrative Officer.
- Departments and agencies reviewed each recommendation.
- The County Executive considered each recommendation in making decisions on projects to be included in this recommended CIP.

The Public Input section includes the following information:

1. A map of the County by Regional Services Center service areas showing the service areas by communities and vicinities. In the CIP, most site-specific projects also include a map showing the location of the project.
2. A background description, including demographics, and other information for each of the five service areas. The Regional Services Center service areas were established by grouping together the existing 28 land use master planning areas to form contiguous areas broadly similar in growth and development characteristics and with similar capital planning issues. The City of Rockville is an independent planning area (No. 26) and is not

included in any of the County service areas. Information on CIP projects, or changes in population or households, for that jurisdiction should be obtained from the City of Rockville. The division by service area is intended mainly for the convenience of citizens in understanding capital budget issues in their areas. Established planning documents, such as the Growth Policy and master plans, will continue to be presented by policy area or planning area, as appropriate. The charts on the following pages display percentages of County population by service area from 2005 to projected 2025 and population and household data, as well as growth rates, by service area for the same period.

3. A description of the Citizens' Advisory Board priorities and the projects which address them follows. A description of Planning Board priorities follows at the end.
4. An index of CIP projects by planning area is contained at the back of the CIP.

## REGIONAL SERVICES CENTER SERVICE AREA DESCRIPTIONS

### ***Bethesda-Chevy Chase***

The Bethesda-Chevy Chase Service Area consists of the older, more developed areas in the southwestern part of Montgomery County, closest to the District of Columbia. It includes the communities and vicinities of Potomac-Cabin John, North Bethesda-Garrett Park, and Bethesda-Chevy Chase. The area encompasses planning areas 29, 30, and 35. Bethesda-Chevy Chase is the third largest service area in household population, containing in 2005 approximately 20.0 percent of the County's household population. From 2005 to 2015, the area will grow 16.3 percent in population. The household growth rate is slower, at about 14.8 percent. From 2015 to 2025, area growth is expected of approximately 8.6 percent in population and in the number of households.

### ***East County***

The East County Service Area consists of the easternmost sections of the County closest to Prince George's County. It includes the communities and vicinities of the Patuxent Watershed, Cloverly-Norwood, Colesville-White Oak, and Fairland-Beltsville. The area encompasses a portion of

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planning area 15 and planning areas 28, 33, and 34. East County is the smallest service area in population size (excluding Rockville), containing in 2005 approximately 10.0 percent of the County population. From 2005 to 2015, the area will grow almost 2.3 percent in population. The growth in households will be faster, at about 5.1 percent. From 2015 to 2025, area growth is expected to decline by 0.3 percent in population and increase by about 1.3 percent in the number of households.

### **Mid-County**

The Mid-County Area is centered along both sides of Georgia Avenue. It covers the communities and vicinities of Gaithersburg, Upper Rock Creek, Olney, Aspen Hill, Kensington-Wheaton, and Kemp Mill-Four Corners. The area includes planning areas 23, 27, 31, and a portion of 20, 22, and 32. Mid-County is the second largest service area in population, containing approximately 22.0 percent of the County population in 2005. From 2005 to 2015, the area will grow almost 4.9 percent in population. The household growth rate will be faster, at about 7.2 percent. From 2015 to 2025, area growth is expected of approximately 8.1 percent in population and about 11.0 percent in the number of households. A small portion of this area remains parkland and agricultural preserve, limiting future growth opportunities.

### **Silver Spring**

The Silver Spring Service Area includes the communities and vicinities of Kemp Mill-Four Corners, Silver Spring, and Takoma Park. This comprises a portion of planning area 32 and planning areas 36 and 37. It covers the southeastern corner of the County bordering the District of Columbia and Prince George's County. Silver Spring is the second smallest service area in population size, containing in 2005, approximately 9.0 percent of the County population. From 2005 to 2015, the area will grow almost 10.0 percent in population. The growth in households will be slightly faster, at about 10.8 percent. From 2015 to 2025, area growth is expected of approximately 10.1 percent in population and about 11.5 percent in the number of households.

### **Upcounty**

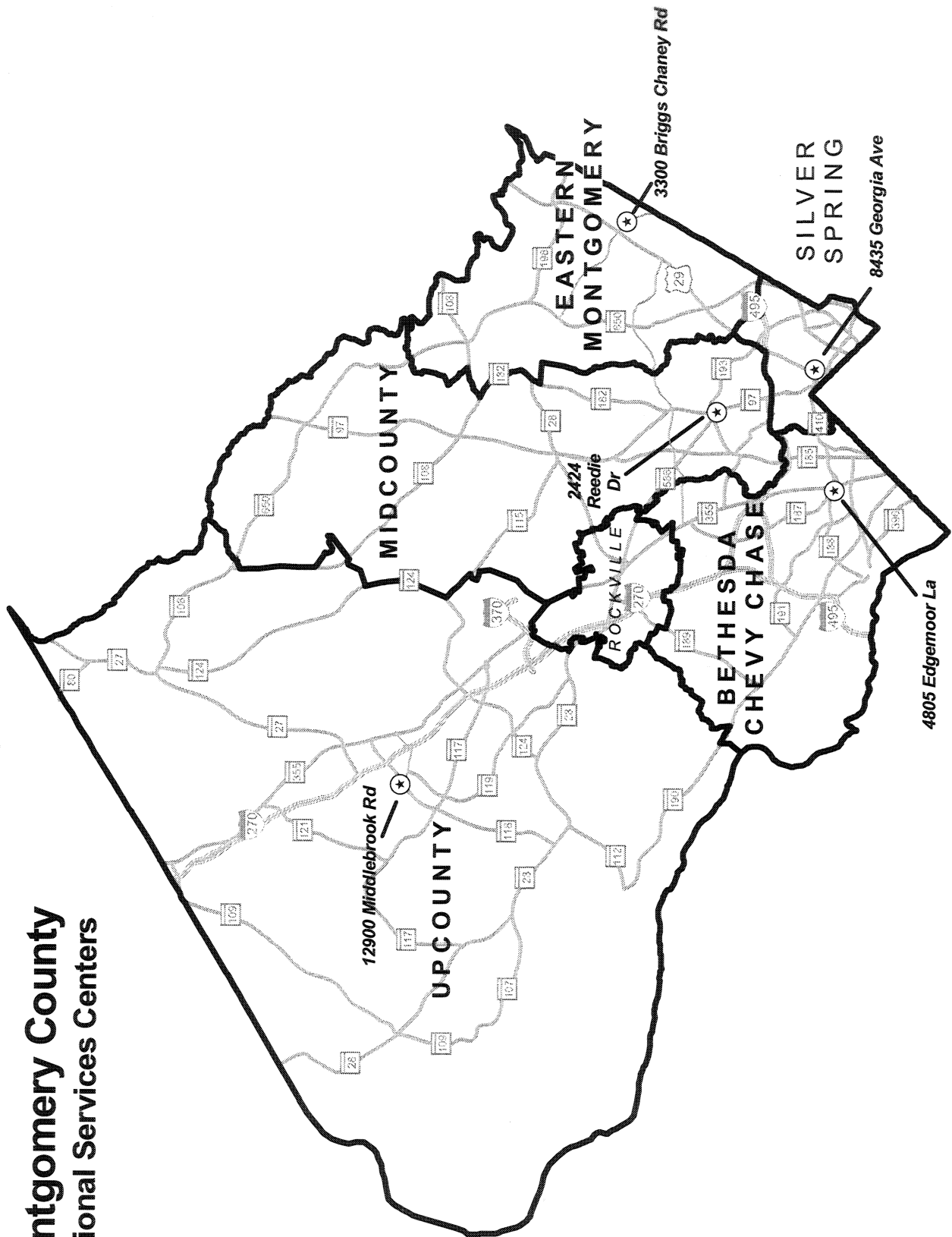
This region consists of the most rapidly growing areas of the County along the upper I-270 corridor, encompassing the largest geographical area consisting of the entire northern and western parts of Montgomery County. This area includes the communities and vicinities of Poolesville, Travilah, Darnestown, Gaithersburg, Germantown, Clarksburg, Damascus, and Cedar Grove. It includes planning areas 10 through 14, 16 through 21, 24, 25, and a portion of 15. Not only has this area experienced swift growth in the number of residents, it is also the area with the greatest concentration of new research and development,

manufacturing, and commercial employment. The Upcounty area comprises approximately 33.0 percent of the entire County population in 2005. From 2005 to 2015, the area will grow almost 12.5 percent in population. The household growth rate will be faster, at about 17.0 percent. From 2015 to 2025, area growth is projected at approximately 8.1 percent in population and about 10.9 percent in the number of households.

## **COUNTYWIDE PROJECTS**

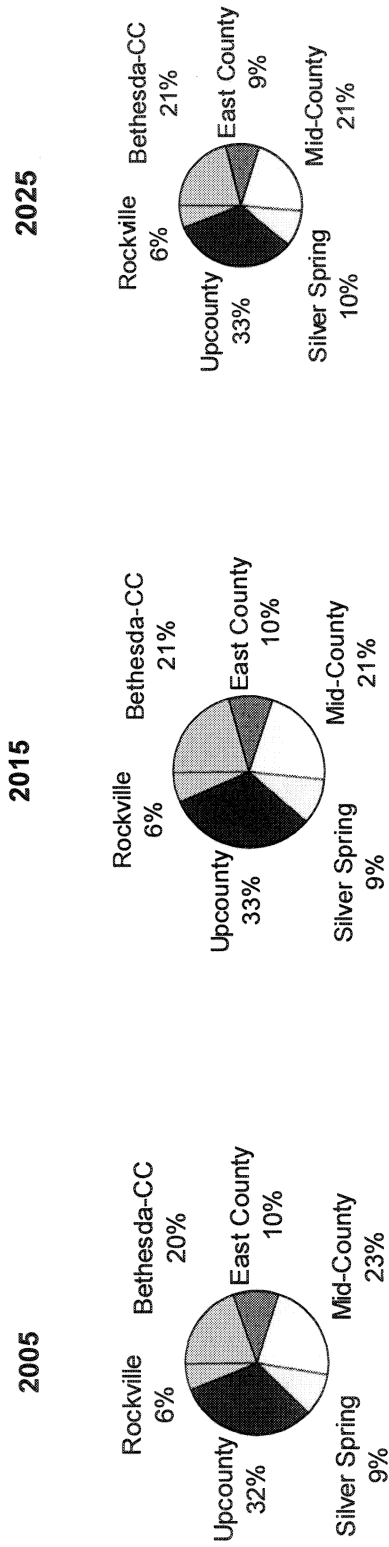
In addition to the projects discussed below, which provide improvements generally in one specific location that may be identified as belonging to one of the five service areas, numerous Countywide projects are included in the CIP and may include improvements located in one or more of the service areas. For more information on improvements included in Countywide projects, please refer to the individual project description forms.

# Montgomery County Regional Services Centers



Map produced by Montgomery County DIST-GIS 3/7/2002

## MONTGOMERY COUNTY POPULATION BY SERVICE AREAS, 2005 – 2025



Source: Montgomery County Department of Park and Planning, Research and Technology Center

## Growth and Projections by Service Area Household Population and Households, 2005, 2015, 2025

Regional Area	Household Population					Households				
	2005	Percent Change 2005-2015	2015	Percent Change 2015-2025	2025	2005	Percent Change 2005-2015	2015	Percent Change 2015-2025	2025
Bethesda-CC	182,984	16.3%	212,888	8.6%	231,251	73,235	14.8%	84,091	8.6%	91,312
East County	96,911	2.3%	99,165	-0.3%	98,843	35,559	5.1%	37,369	1.3%	37,845
Mid-County	209,278	4.9%	219,576	8.1%	237,357	77,822	7.2%	83,396	11.0%	92,531
Silver Spring	86,620	10.0%	95,245	10.1%	104,832	34,789	10.8%	38,540	11.5%	42,975
Upcounty	297,254	12.5%	334,430	8.1%	361,471	102,983	17.0%	120,506	10.9%	133,672
Rockville	57,953	12.3%	65,096	-0.7%	64,646	22,612	15.4%	26,098	1.4%	26,465
Totals	931,000	10.2%	1,026,400	7.0%	1,098,400	347,000	12.4%	390,000	8.9%	424,800

Round 7.0 Cooperative Forecast

Source: Montgomery County Department of Park and Planning, Research and Technology Center

Bethesda-Chevy Chase includes Potomac-Cabin John, North Bethesda-Garrett Park, and Bethesda-Chevy Chase.  
Planning Areas 29, 30, and 35

East County includes Patuxent Watershed, Cloverly-Norwood, Colesville-White Oak, and Fairland-Beltsville.  
Planning Areas 15, 28, 33, and 34

Mid-County includes Gaithersburg vicinity, Upper Rock Creek, Olney and vicinity, Aspen Hill, Kensington-Wheaton, and Kemp Mill-Four Corners.  
Planning Areas 20, 22, 23, 27, 31, and 32

Silver Spring includes Kemp Mill-Four Corners, Silver Spring, and Takoma Park.  
Planning Areas 32, 36, and 37

Upcounty includes Bennett and Little Bennett Watershed, Damascus and vicinity, Little Monocacy-Dickerson-Barnesville, Clarksburg and vicinity, Goshen, Woodfield, Cedar Grove and vicinity, Patuxent Watershed, Martinsburg and vicinity, Poolesville and vicinity, Lower Seneca Basin, Germantown, Gaithersburg and vicinity, Darnestown and vicinity and Travilah and vicinity.  
Planning Areas 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, and 25

Rockville, Planning Area 26

Notes: Part of Planning Area 15 (Patuxent River Watershed) is in the Upcounty service area.  
Part of Planning Area 20 (Gaithersburg vicinity) is in the Mid-County service area.  
Part of Planning Area 22 (Upper Rock Creek) is in the Upcounty service area.  
Part of Planning Area 32 (Kemp Mills-Four Corners) is in the Mid-County service area.

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## PLANNING AREAS AND CORRESPONDING SERVICE AREAS

<u>PLANNING AREA #</u>	<u>PLANNING AREA NAME</u>	<u>SERVICE AREA</u>
10	Bennett and Little Bennett Watershed	Upcounty
11	Damascus and vicinity	Upcounty
12	Little Monocacy-Dickerson-Barnesville	Upcounty
13	Clarksburg and vicinity	Upcounty
14	Goshen, Woodfield, Cedar Grove and vicinity	Upcounty
15	Patuxent Watershed	East County, Upcounty
16	Martinsburg and vicinity	Upcounty
17	Poolesville and vicinity	Upcounty
18	Lower Seneca Basin	Upcounty
19	Germantown	Upcounty
20	Gaithersburg vicinity	Mid-County, Upcounty
21	Gaithersburg	Upcounty
22	Upper Rock Creek	Mid-County, Upcounty
23	Olney and vicinity	Mid-County
24	Darnestown and vicinity	Upcounty
25	Travilah and vicinity	Upcounty
26	Rockville	Rockville
27	Aspen Hill	Mid-County
28	Cloverly-Norwood	East County
29	Potomac-Cabin John	Bethesda-Chevy Chase
30	North Bethesda-Garrett Park	Bethesda-Chevy Chase
31	Kensington-Wheaton	Midcounty
32	Kemp Mill-Four Corners	Midcounty, Silver Spring
33	Colesville-White Oak	East County
34	Fairland-Beltsville	East County
35	Bethesda-Chevy Chase	Bethesda-Chevy Chase
36	Silver Spring	Silver Spring
37	Takoma Park	Silver Spring

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## CAB PRIORITIES

### FY07-12 PRIORITIES RECOMMENDED BY CITIZENS' ADVISORY BOARDS

#### GENERAL GOVERNMENT – Section 9

##### New Olney Municipal Building (Mid-County)

Create a “town center” with County government presence including a permanent police substation and a permanent Mid-County Services Center satellite. The Olney Master Plan suggests the current Olney Elementary School which would then be re-located to a site on Bowie Mill Road. (Another possibility is through partnership with Carl M. Freeman, Inc., owner of the major shopping center on Route 108.)

*Status: Montgomery County Government will participate in reviewing the prospect of a town center through the newly established Olney Town Center Citizen Advisory Committee.*

##### Silver Spring Civic Building (Silver Spring)

Our top priority is full funding for the Silver Spring Civic Building and Veterans Plaza. This final piece of the Silver Spring Redevelopment Program is, as far as the Silver Spring community is concerned, the most important piece of the redevelopment of downtown. When the community agreed to give up the Armory, commitments were made by the County to replace this historic and crucial community asset with a facility that would provide this community with a place in the center of our new downtown that would be a welcoming, active facility that will be the heart and soul of the community.

We are requesting that the County restore the follow items that have been taken out of this vital community facility:

- Funding for this project must be increased to restore the pavilion and ice rink that will activate the area in the winter and provide a shelter for a variety of activities in the summer.
- The community use spaces in this building must be restored to their original size including the atrium that in its current size will not be adequate to serve as a pre-function space for the Great Hall.
- And most importantly, the quality finish materials that have been taken out of the design must be restored. This facility will be the most important building in the community and its finishes should be consistent with that important role.

Project: Silver Spring Civic Building  
Silver Spring Redevelopment Program

*Status: The County Executive recommends funding for the ice rink and pavilion in the Veterans Plaza as well as restoration of the original level of finishes contained in the Program of Requirements with building construction beginning in FY07.*

#### ECONOMIC DEVELOPMENT

##### Downtown Wheaton Wayfinding Signage (Mid-County)

Funding is needed in order to create a coherent wayfinding program in the downtown Wheaton area. A CIP project should be initiated in order to fund a study on wayfinding signage to keep pace with redevelopment efforts and have this signage in place by FY12.

*Status: Funding for a wayfinding signage study will be considered during the FY07 operating budget review.*

##### Fenton Village Improvements (Silver Spring)

There are few signs of private reinvestment in this area just south of the center of downtown. Continued improvements to the area are important.

Projects: Fenton Street Village  
Fenton Street Village Pedestrian Linkages

*Status: The Fenton Street Village project is in the final phase of implementation. During FY06 the project will complete streetscape improvements on the south side of Bonifant Street and north side of Thayer Avenue. The Fenton Street Village Pedestrian Linkages project is in the planning and design stages. During FY06 the project will have its first phase designed with implementation following in FY07 (north segment of Mayor Lane) and FY08 (south segment Mayor Lane).*

##### Long Branch Revitalization Program (Silver Spring)

This initiative has been in the planning stages for the past three years and needs to be pushed into implementation. A strong County commitment in the CIP is needed to indicate that the County is serious about turning this community around.

Projects: Long Branch Town Center Redevelopment  
Long Branch Pedestrian Linkages  
Cost Sharing: MCG

*Status: In response to the needs of the community presented in the Annual Report of the Long Branch Task Force and the Urban Land Institute report, the County*

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*Executive has recommended three projects in the FY07-12 CIP. The Long Branch Town Center Redevelopment project includes facility planning funds in FY07 to be matched with the private sector. The Long Branch Pedestrian Linkages project is a multi-year effort that will enhance and connect various public and community resources by providing safe, convenient, and attractive pedestrian walkways. Design will begin in FY06 with construction in FY07-10. The Cost Sharing: MCG project includes incentives to assist Adventist Health Care to locate services in Long Branch.*

#### **Germantown Life Sciences Park (Up-County)**

We have long supported the biotechnology center at Montgomery College.

Project: Life Sciences and Technology Centers

*Status: Funding is provided to continue planning the Germantown Life Sciences Park (GLSP) and the Germantown Business Incubator.*

### **PUBLIC SAFETY – Section 10**

#### **Public Safety Facilities and Improvements (Up-County)**

Most importantly, we are eager to see the completion of some important public safety projects, including:

- Sixth District Police Station
- Intersection and Sidewalk Improvements
- Clarksburg Fire Station

Projects: 6<sup>th</sup> District Police Station  
Clarksburg Fire Station

*Status: Funds for the design and construction of 6<sup>th</sup> District Police Station are programmed in the FY07-12 timeframe. An interim fire station became operational at the end of November 2005 in leased space on Gateway Center Drive. A permanent station is programmed in the FY07-12 timeframe. Site selection for the permanent station will likely be determined shortly, allowing site acquisition to proceed forward.*

#### **Renovation of the Cabin John Volunteer Fire Station #30 and Glen Echo Volunteer Fire Department Station #11 (Western County)**

We strongly support renovation of Cabin John Volunteer Fire Station #30, and are pleased to see that it is included in the CIP. We also continue to support efforts to renovate the Glen Echo Volunteer Fire Department Station #11. Both buildings need to be renovated as quickly as possible due to their small size, obsolete layout, and general conditions. The renovation of these stations is a high priority with the Montgomery County Fire and Rescue Service.

Projects: Cabin John FS30 Addition/Renovation  
Glen Echo Fire Station Renovation

*Status: Phase I of the Cabin John FS30 project, the addition of apparatus bays, is complete. Phase II, renovation of the living quarters, is programmed in FY10. Funds for the new Glen Echo Renovation project are programmed in FY10-11.*

#### **Improve First and Second District Police Stations (Western County)**

While we understand such matters are outside the scope of the CIP, we would like to take this opportunity to applaud your efforts to supplement the human and financial resources of our Department of Police, and we encourage you and the County Council to continue those efforts.

The capital improvements called for by the CIP certainly will improve pedestrian and bicycle safety across the county, but they cannot substitute for vigilant enforcement of our traffic laws. We hope that the Department of Police will have the resources it requires to accomplish this critical mission.

In addition, we note specifically that the First and Second District Police Stations require an array of physical improvements in order to provide safe, efficient, and comfortable workspaces for our law enforcement officers. These improvements include HVAC upgrades, facility redesign/reconfiguration and evaluation/remediation for indoor environmental contamination (e.g. mold and mildew). We also understand that improvements are necessary to better provide for the security of the Second District officers' personal and patrol vehicles. We hope that the CIP will reflect these needs.

Projects: 1<sup>st</sup> District Police Station  
2<sup>nd</sup> District Police Station

*Status: Funds for planning and design of both the 1<sup>st</sup> and 2<sup>nd</sup> District Police Stations are programmed in the FY07-12 timeframe.*

#### **Third District Police Station (Silver Spring/East County)**

This Station, located just outside of downtown Silver Spring is the oldest station in the County. Its location in the south end of the district makes it difficult to deploy quickly, it lacks adequate security, and it is over crowded.

We continue to advocate prompt action on site selection and construction of [the Third District Station] in the White Oak area.

Project: 3<sup>rd</sup> District Police Station



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*Status: Funds for planning and design are included in the FY07-12 timeframe. The County is the process of determining a site. A new police substation will open in 2006 when the Silver Spring Fire Station 1 Replacement/Police Substation project is completed.*

## **TRANSPORTATION – Section 11**

### **Improve Street Lighting in Downtown Wheaton (Mid-County)**

Complete the lighting upgrade in the downtown area (\$414,000 – can be split into a 2 year project \$243,250 per year). Street and parking areas continue to be dimly lit or are in disrepair. This gives the appearance of an unsafe and poorly maintained area. Many of the lights installed are out of service and parts are not available to repair them. We need to replace the existing streetlights and pedestrian lights with units that will match the lights being installed for new projects. An immediate solution is needed for this issue.

Projects: Wheaton Redevelopment Program  
Streetlight Enhancements – CBD/Town Center

*Status: The Wheaton Redevelopment Program includes funding for the upgrade of 92 vehicular streetlights in FY07. In addition, the Streetlight Enhancements – CBD/Town Center project includes funding in FY11 and FY12 to enhance street lighting in the Wheaton Central Business District.*

### **Improve Pedestrian Safety in Downtown Wheaton (Mid-County)**

While some improvements have been made, pedestrians continue to be at risk in the Wheaton area. Narrow roads, poor lighting and older crosswalk technology contribute to unsafe conditions. Two intersections that deserve special attention are: (1) Viers Mill Road and Georgia Avenue and (2) construct a cut-through at Ennalls Avenue across Georgia Avenue into the Triangle area. The County needs to initiate and continue to work with the State Highway Administration on a partnership basis.

Continue support for level of effort projects:

- Improve pedestrian safety by repainting all existing crosswalks and improve signage warning drivers to be alert for pedestrians
- Move bus stops located mid-block closer to crosswalks
- Rework medians to serve as pedestrian refuge areas
- Improve timing of signals in favor of pedestrians
- Install traffic calming measures in downtown Wheaton

Work with the State Highway Administration to implement traffic calming in downtown Wheaton and follow through on Pedestrian Safety report. This should encompass the

following pedestrian safety improvements in downtown Wheaton:

- Installation of traffic lights and crosswalks at Georgia Avenue and Prichard Road as well as University Boulevard and Elkin Street
- Calm traffic between Georgia Avenue and Veirs Mill Road
- Improve pedestrian safety on Reddie Drive to address new Westfield parking/traffic patterns

Projects: Streetlight Enhancements-CBD/Town Center  
Neighborhood Traffic Calming  
Pedestrian Safety Program  
DPWT Operating Budget (PSP)

*Status: DPWT has been working with the Wheaton Redevelopment Office to pursue the recommendations of the Wheaton Area Pedestrian Safety Evaluation Report. Some of the identified improvements are being implemented through existing Public Service Program (PSP) and CIP programs, and some will require a detailed engineering study before decisions are finalized. Other major projects will need to be pursued with the Maryland State Highway Administration and/or require revisions to the adopted Master/Sector Plan.*

### **Phase II Wheaton Urban District Clean Team (Mid-County)**

Move the Wheaton Urban District Clean Team into Phase II. In FY06, the implementation of the Phase II shift of the Clean and Safe Teams was split – with the Safe Team receiving funding to proceed to Phase II. It is important that the Clean Team now follow into Phase II in FY07. Additionally, explore the reclamation of funding from the State Highway Administration for the maintenance performed by the Clean Team on and along State roads in the CBD.

*Status: Phase II of the Wheaton Urban District Clean Team will be addressed in the FY07 operating budget review.*

### **New Sidewalks (Mid-County)**

Provide tax credits/incentives for neighborhoods which currently do not have sidewalks but would be willing to pay for them out of pocket.

*Status: The Wheaton Redevelopment team will study the feasibility of tax credits.*

### **Clarksburg Road Network (Up-County)**

As we look ahead at the upcoming needs in the Up-County, the top priority is the construction of major roads in and out of Clarksburg. As you know, Clarksburg has experienced significant growth in the past year, but the bulk of its growth is yet to come. An effective

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transportation network is imperative for this part of the County.

Projects: Clarksburg Road Rehabilitation  
Subdivision Roads Participation  
Stringtown Road  
Public Facilities Roads

*Status: The County Executive increased funds in the six-year time frame to design and construct three subprojects to benefit the new sub-division in Clarksburg: grade separation at Snowden Farm Parkway at the Greenway Trail; grade separation at Foreman Boulevard at the Greenway Trail; and three links along Clarksburg Road from MD 355 to Snowden Farm Parkway; the Executive has recommended a new project to rehabilitate five roads in the Clarksburg road network beginning in FY06 (Stringtown, Piedmont, Newcut, Clarksburg, and Hawkes); construction of a 2,400 foot extension of Stringtown Road westward from Frederick Road (MD 355) to I-270 ramps at existing MD 121 is estimated to be completed in FY07; and funds have been allocated in the six-year timeframe to match developer funding for street construction abutting County schools, M-NCPPC parks and other County facilities in the area.*

#### **Pedestrian Facilities/Bikeways/Trails (Western County)**

Transportation continues to be an important issue for the citizens of our region, as in the rest of the County. We continue to support the GoMontgomery! initiative and look forward to its full implementation. In addition, we outline below specific projects that, based on information received from County residents and officials, we believe will further our shared goal of making travel in Montgomery County safe, efficient and environmentally friendly.

In previous years, we have shared with you our concern that improved pedestrian and biker safety must be a priority for the County, and that priority should be reflected in the CIP. We continue to support the concepts set forth in the *Countywide Bikeways Master Plan* and its visionary approach to establishing a countywide network for bicycle transportation. We encourage the County to fund projects necessary to implement the plan, including continued funding under the Bethesda Bike and Pedestrian Facilities project (CIP No.500119).

Also, as a general matter, we continue to urge the construction of sidewalks wherever school children are required to walk or stand along heavy-traffic roads on their way to or from school or their bus stops. And we support improvements to and construction of new pedestrian facilities in areas with high levels of pedestrian traffic that serve as essential links among residential areas, schools, cultural and recreation facilities, retail areas and jobs.

Based on information received from area residents, we support the various bike, pathway, and trail improvements already included in the CIP, including:

- Greentree Road Sidewalk (CIP No.500506)
- Montrose Trail (CIP Project No.038707)
- North Bethesda Trail (CIP Project No.509922). We continue to support the construction/completion of the hiker-biker facility along the old alignment of the Washington and Rockville trolley line from Rockville to Bethesda, including the additional funding necessary to complete the project as envisioned.
- Friendship Heights Pedestrian Transit Enhancement Project (CIP Project No.500322). Citizens in the area have expressed strong interest in including a street level drop-off at the New England Development Company project similar to the drop-off that currently exists at the entrance to Hecht's.
- Bike and pedestrian improvement projects along Norfolk Avenue and at the intersection of Woodmont and Bethesda Avenues (CIP No.500119). We view these improvements as critical to the re-vitalization of the area, as envisioned by the Woodmont Sector Plan
- Transportation Improvements for Schools (CIP No.509036)
- Improved (Safe) Access to Schools (CIP No.975051)

Projects: CIP projects referenced above

*Status: These projects remain in the CIP, although there may be some delay in implementation given fiscal constraints.*

In previous years, and based on substantial citizen input, we have made specific requests for pedestrian improvements along Bradley Boulevard and Goldsboro Road, the hazards of which are self-evident at virtually any time of day. These projects remain critical priorities for county residents.

- We specifically requested improvements to pedestrian safety along Bradley Boulevard in 2001 and 2003. We continue to recommend construction of a sidewalk within the existing State right-of-way along the east side of Bradley Boulevard from Seven Locks Road into Bethesda.
- We also have specifically requested construction of a sidewalk along Goldsboro Road from River Road to MacArthur Boulevard, and we renew that request this year. As you know, there are numerous Ride On bus stops along Goldsboro Road, and little (in some places no) shoulder for passengers and pedestrians. A pedestrian-friendly Goldsboro Road is particularly urgent given the increased popularity of the newly-renovated Glen Echo Park for local residents and out-of-town visitors.

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## Project: Facility Planning-Transportation

*Status: The Bradley Boulevard and Goldsboro Road projects are programmed for facility planning in the six-year timeframe.*

In addition to the Bradley Boulevard and Goldsboro Road projects that we have recommended in previous years, we encourage funding for other projects that provide integral community connectivity and have high levels of pedestrian activity. These projects include:

- Bike path improvements along MacArthur Boulevard. We support the bike path along MacArthur Boulevard but, based on public comments, believe that enhanced maintenance and separation from vehicular traffic would provide substantial safety benefits. In addition, we encourage the construction of additional crosswalks that would connect the path to its adjacent communities. As we suggested in 2003, enhanced safety for pedestrians and cyclists in Glen Echo is a particularly urgent priority.
- Walhonding Road pedestrian improvements and traffic calming. The residents who live on and around Walhonding Road have requested a range of improvements designed to slow vehicular traffic and make the road safer for pedestrians.
- Bike and pedestrian improvement in Rock Spring Park. As has been requested at the North Bethesda Walkable Communities Workshops, the Rock Spring business park requires pedestrian and bike-friendly improvements to make the park safer for employees and students who wish to utilize mass transit or shop at nearby retail areas.

Projects: Facility Planning -Transportation  
Annual Sidewalk Program  
Pedestrian Safety Program  
MacArthur Blvd Bikeway Improvements

*Status: Design for bike improvements along MacArthur Boulevard is included in the six-year timeframe; many of the improvements for Rock Spring Park are being implemented this fiscal year; and Walhonding Road pedestrian improvements will be considered for facility planning.*

- Pedestrian improvements at the intersection of Jones Bridge Road and Wisconsin Avenue. This intersection provides critical access from the east side of Wisconsin Avenue to the NIH campus and downtown Bethesda. Yet, as presently designed and constructed, it is not safe for pedestrians.
- Pedestrian improvements on Rockville Pike at White Flint Metro Station. This is a particularly perilous intersection for pedestrians, especially those traveling to the new convention center, who may be unfamiliar

with the area. Recent improvements have been helpful, but problems persist – particularly those for whom the pedestrian underpass at Marinelli Road is inaccessible.

- Pedestrian signal for the crosswalk on Arlington Road at the Bethesda Library. At present, traffic does not stop for pedestrians at the Bethesda Library crosswalk. A traffic signal is needed in order to provide safe pedestrian access for those approaching the library from the Bethesda Metro Center and its adjacent residential communities.

Projects: Pedestrian Safety Program  
Intersection and Spot Improvements  
Traffic Signals

*Status: A new pedestrian activated traffic signal was installed at the Arlington Road - Bethesda Library crosswalk in September 2005; improvements to the MD 355 intersection and underpass will need to be pursued with the Maryland State Highway Administration (SHA) which has authority over the road.*

- Sangamore Road pedestrian improvements. Pedestrian improvements, including sidewalks extending to Massachusetts Avenue, are necessary along Sangamore Road in order to better and more safely connect schools, recreation, the Defense Department facility, retail shopping and access to the MacArthur Boulevard bike path.

Projects: Neighborhood Traffic Calming  
Annual Sidewalk Program

*Status: Traffic calming measures recommended in the 2004 Traffic Safety Study will be constructed in FY06 along Sangamore Road at the intersections of Namakagan Road, Madawaska Road, Westpath Way, and Corewood Road/Overlea Lane; sidewalk improvements along Sangamore Road are currently under design.*

- Bike/pedestrian path along Tuckerman Lane from Gainsborough Road to Seven Locks Road. Pedestrian improvements, including construction of a sidewalk and bike path, are necessary to more safely connect this densely populated residential area (which includes several schools) with the Cabin John Mall and Cabin John Regional Park.
- Bike trail along the Pepco easement from North Potomac to Westlake Drive. Many citizens have requested construction of a bike trail along the Pepco easement as a safe and efficient means to connect these areas of the County and provide a valuable recreational outlet unimpeded by vehicular traffic.

Projects: Annual Bikeway Program  
Annual Sidewalk Program

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*Status: Facility planning of approximately 1.6 miles of 5-foot wide sidewalk on Tuckerman Lane from Gainsborough Road to Westlake Drive is scheduled for FY09; facility planning for the Pepco easement will be evaluated.*

#### **Mass Transit Infrastructure (Western County)**

Mass transit is especially important to citizens of the western area as a means of alleviating traffic. In addition to support for activities under the GoMontgomery! initiative, we commend the County's continued support for improvements to Ride On services and infrastructure and commend your recommendation for funding of new buses, bus stop improvements, and new transit facilities.

Projects: Bus Stop Improvements  
Brookville Service Park  
North County Depot  
Equipment and Maintenance Operations Center

*Status: The County Executive recommends an increase to the Bus Stop Improvements project to continue improvement in the safety, accessibility, and amenities of many of the approximately 5,400 bus stops in the County. A study completed in 2005 assessed conditions at all of the bus stops in the County and will be used to prioritize improvements. The County's capacity to house additional Ride On buses will be addressed through the construction of improvements to the Brookville Service Park and design of both the Equipment and Management Operations Center and the North County Depot.*

#### **Support WMATA Feasibility Study to Provide Safe Pedestrian Access to the Forest Glen Metro (Mid-County)**

Support both the short-term and long-term findings of the Forest Glen Pedestrian Access Study recently completed by WMATA. Strongly encourage that the County works with both the State Highway Administration and WMATA in order to work towards fulfilling the long-term findings.

*Status: The County will encourage WMATA to follow-up on the study and will pursue State and Federal funding.*

#### **Bike Trails (Silver Spring)**

We want Silver Spring to be a bike friendly community that encourages people to bike to work and to use these trails to come to downtown for entertainment and recreational purposes

- Wayne Avenue Green Trail
- Capital Crescent Trail Connection
- Metropolitan Branch Trail

Projects: Silver Spring Green Trail-Interim  
Facility Planning: Transportation  
Annual Sidewalk Program  
Annual Bikeway Program

*Status: The Silver Spring Green Trail-Interim is at the final design stage; Metropolitan Branch Trail is in the planning stage; and the Capital Crescent Trail Connection is scheduled for facility planning in FY08.*

#### **Silver Spring Transit Center (Silver Spring)**

This most significant transportation facility in the region has been delayed for years and needs to be completed. The current facility is over crowded and its layout causes congestion in the area and unsafe conditions for pedestrians walking in and around the Metro station.

Project: Silver Spring Transit Center

*Status: The Federal Government has contributed an additional \$24 million for this project. The new, multi-modal transit center will improve pedestrian safety and vehicle traffic and will enhance access to mass transit in downtown Silver Spring. The project is currently in the design stage with construction projected to begin in the summer of 2007.*

#### **Langley Park Transit Center (Silver Spring)**

This area needs improved transit services. Some of the most heavily used bus routes in Montgomery County and Prince George's County pass through Langley Park and this community depends on transit to get to employment centers. This Transit Center needs to move forward.

Project: Takoma/Langley Park Transit Center

*Status: The County is participating in a coordinated effort to design and construct a new transit center to serve Ride On, Metrobus, and The Bus at the intersection of University Boulevard and New Hampshire Avenue on the Montgomery/Prince George's County border. Montgomery County is partnering with the Maryland Transit Administration, the State Highway Administration, WMATA, Prince George's County, and the City of Takoma Park to complete the project. The County Executive is recommending a new County CIP project which includes the County's \$2.5 million contribution to the \$12.3 million project. The other funding will come from Prince George's County and WMATA's Transportation Infrastructure Investment Fund and Metro Matters bus program. Design is currently underway and construction is anticipated to begin in the fall of 2006.*

#### **Sidewalk Improvements (Silver Spring)**

Pedestrian safety and access to the commercial centers in the Silver Spring area must be improved by continuing to add sidewalks in the following areas:

- Franklin Avenue – Colesville Road to University Boulevard
- US 29 – Southwood to NW Branch

Projects: Facility Planning: Transportation  
US 29 Sidewalks  
US 29 Sidewalks-West Side

*Status: Franklin Avenue Sidewalk is at the planning stage; US 29 Sidewalks is at the final design stage and US 29 Sidewalks-West Side is at the preliminary design stage.*

#### **Congestion Relief at Route 29 and New Hampshire Avenue Intersection (East County)**

It is abundantly clear that the greatest concern facing those who attended the [Eastern Montgomery Regional Services Center CIP] Forum is the ongoing problem of traffic congestion. The construction of overpasses along Route 29 to accommodate east-west traffic may be a positive development when completed. However, the continued bottleneck on south bound Route 29 at the New Hampshire Avenue intersection because of two southbound lanes and the addition of traffic lights south of Lockwood Drive in the Burnt Mills area seems to frustrate the intent of better traffic flow.

In East County the greatest problem will clearly be when the FDA campus in Hillandale is in full use. The lack of adequate entrance and exit opportunities on the “back end” of the campus will exacerbate the traffic flow on New Hampshire Avenue and Route 29 severely. Of greater importance is the need for the County to actively pursue a policy with the State of Maryland and GSA to get as many employees of FDA into mass transit and out of their private autos.

Project: White Oak Transit Center

*Status: The Maryland State Highway Administration (SHA) has the authority and responsibility over these roadways (US 29 at MD 650 (New Hampshire Ave.) and through the Burnt Mills area) and the SHA District Engineer's Office would need to undertake an evaluation of these roadways and issues. County staff will investigate the timing of the recently added traffic lights in Burnt Mills, in coordination with SHA.*

*The GSA has budgeted funds for the construction of a new access road to serve the “back end” of the Federal Research Center and a Record of Decision authorizing them to proceed with this project is expected this year. The intent is to have that road open for use at the time when the largest number of employees will start to be relocated.*

*There is an active effort underway between FDA, the General Services Administration (GSA), and the various*

*agencies operating public transit services to provide such services to the FDA campus, to inform FDA employees of the availability of these services, and to encourage those employees to use these services. The County's Ride On transit service is in the forefront of this effort, with Metrobus and the State's commuter bus program also actively participating.*

*The White Oak Transit Center is in the final design stage with project completion estimated in FY08. This project will provide bus shelters, passenger queuing areas, and bus queuing areas along Lockwood Drive east of New Hampshire Avenue.*

#### **Traffic and Pedestrian Safety around Paint Branch High School (East County)**

We remain particularly concerned about the stunning lack of progress in addressing traffic and pedestrian safety issues around Paint Branch High School. There are no adequate crosswalks, sidewalks, guard rails or any signage to protect school children on the western side of Old Columbia Road. The exits and entrances of Paint Branch High School are almost blind to one or the other lane of traffic on Old Columbia Pike. We have already received citizen complaints which include having cars out of control driving on resident's front yard. This situation remains a fatality waiting to happen.

*Status: Paint Branch School Zone was last evaluated in April 2003 and improvements were completed in July 2003. There are several ongoing projects along Old Columbia Pike (round about at Perrywood Drive, new traffic signal at Greencastle Road, Old Columbia Pike sidewalk construction) that will further address traffic operations and safety concerns in this area. Future school zone safety assessments are being conducted based on the prioritizations identified in the recently-completed School Safety Engineering Study.*

## **HEALTH AND HUMAN SERVICES – Section 13**

#### **Sobering Center (Silver Spring)**

Public intoxication is a public safety problem for many parts of Montgomery County. A sobering center would provide programs and a safe environment for people with alcohol problems and free up critical police time to deal with other public safety concerns.

*Status: A program initiative will be considered as part of the Department of Health and Human Services operating budget review.*

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## **CULTURE AND RECREATION – Section 14**

### **Mid-County Recreation Center (Mid-County)**

Ground is scheduled to be broken for the Mid-County Recreation Center in FY06 and it is important that this project continue to move forward and remain on its current schedule.

Project: Mid-County Community Recreation Center

*Status: Currently in design development phase with construction to begin in FY07.*

### **Indoor Pool and Community Center in Poolesville Area (Up-County)**

We recommend the construction of an indoor pool and community center in the western Upcounty/Poolesville area to meet longstanding recreational needs there.

Project: Facility Planning: MCG

*Status: This project will be considered as a candidate for facility planning.*

### **Clarksburg Library (Up-County)**

We will be pleased to see the construction of a library in the town center.

Project: Clarksburg Library

*Status: Funds for planning, design and construction are included in the FY07-12 timeframe. The County is working with the M-NCPPC and the Town Center developer to finalize a site for the new library, and with the developers in the two other potential development districts to complete the construction funding package.*

### **Current Recreational Projects (Up-County)**

We would like to reinforce our support for some current CIP projects. We look forward to the completion of the North Potomac community center as well as the Clarksburg/Damascus aquatic center.

Projects: North Potomac Community Recreation Center

*Status: Funding for the design and construction of the North Potomac Community Recreation Center is included in the FY07-12 timeframe; the Clarksburg/Damascus aquatic center will be considered as a candidate for facility planning.*

### **Renovation of Community Centers (Western County)**

We strongly support the County's continued use of resources to renovate and develop public cultural and recreational facilities that promote a strong sense of

community. The renovation of the Bethesda Library and the completion of the new performing arts center at Strathmore are excellent examples of the County's progress. We support additional funding, if needed, to complete the renovation of Glen Echo Park.

We know from both our town-hall and regular meetings that the County's various community centers are valued resources for the subdivisions they serve. To that end, we are pleased to see that the North Bethesda and North Potomac Community Centers are included in the CIP. In addition, however, we urge that the CIP heed community requests and incorporate necessary renovations to the Scotland and Clara Barton Community Centers. The Scotland facility is the focal point of that community, and yet is under-sized and has been in need of renovation for many years. The Clara Barton Community Center similarly provides a focal point for the communities in Cabin John and Glen Echo, and yet requires substantial renovation and reconditioning in order to meet residents' needs and reasonable expectations. With respect to each of these centers, we urge that the Department of Recreation be attentive to the communities' concerns about traffic and parking.

Projects: North Potomac Community Recreation Center  
North Bethesda Community Recreation Center  
Facility Planning: MCG

*Status: Facility planning funds for the renovation of the Clara Barton Neighborhood Recreation Center and the Scotland Community Center are included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project. The design and construction of the North Potomac Community Recreation Center and the design of the North Bethesda Community Recreation Centers are included in the six-year timeframe.*

### **Northwest Park/Oakview Community Center (Silver Spring)**

This community at the edge of Montgomery County is isolated and has a population with many needs. A small community center would provide a facility where the community could be provided services and programs for children and families.

*Status: The Silver Spring Regional Services Center will work with the community to develop a program concept, perhaps similar to the community center development in a Long Branch apartment complex, to accommodate this community's needs. Grant funding will be sought.*

### **Silver Spring Library (Silver Spring)**

This critical community facility must be moved forward and take its place in the center of the community.

Project: Silver Spring Library

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*Status: The site has been identified and the County is in the process of acquiring land.*

**White Oak Recreation Center (East County)**

Adhere to approved timetable.

Project: White Oak Community Recreation Center

*Status: The project is currently in the facility planning stage.*

**Good Hope Neighborhood Center Renovation (East County)**

Adhere to approved timetable.

Project: Facility Planning: MCG

*Status: Facility planning funds for the renovation of the Good Hope Neighborhood Recreation Center are included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project in the FY07-08 timeframe.*

**CONSERVATION OF NATURAL RESOURCES – Section 15**

**New Storm Drains (Western County)**

In keeping with our concern for the environment, we strongly support new storm drains, and note their inclusion as an umbrella project in the CIP. Based on comments received from residents in the Glen Echo, Cabin John and East Bethesda areas of the County, we urge that particular attention be paid to Glenbrook Village and the MacArthur Boulevard corridor, where drainage has been sub-standard for many years.

Projects: Facility Planning: Storm Drains  
Storm Drain General  
Outfall Repairs  
Connecticut Ave/Primrose Street Storm Drain  
Sonoma/Ayrlawn Storm Drain Improvements  
Greentree Road Sidewalk  
Park Lane  
North Bethesda Trail

*Status: Approximately 65% of Drainage Assistance Requests originate from these regions of the County and 19 projects have been completed between FY04-05 with 15 more planned for FY06-10, some of which are addressed through sidewalk and road projects.*

**Watershed Restoration (Western County)**

Restoration of urban streams and the benefits healthy streams provide our neighborhoods are of high importance. We support the watershed restoration projects under design and/or being planned by the Department of Environmental

Protection, as well as the stormwater management projects currently under design in Western Montgomery County.

Project: Miscellaneous Stream Valley Improvements  
SM Retrofit-Countywide Projects

*Status: Several stream restoration and stormwater management pond projects are included in the FY07-12 timeframe including the NIH stormwater pond, Coquelin Run, Lower Boozie Creek, and the Alta Vista Tributary. The Little Falls Mall Tributary stream restoration project was completed in FY06.*

**Protection of Land in the Agricultural Reserve (Up-County)**

As growth continues in this last corridor of the wedges and corridors plan, we feel that is also important to protect the Agricultural Reserve through increased funding for Legacy Open Space, especially in light of diverted open space funding at the State level.

Project: Agricultural Land Preservation Easements  
Legacy Open Space

*Status: The Agricultural Land Preservation Easement and Legacy Open Space projects include FY07-12 funding levels that are \$5.3 million and \$2.7 million greater than FY05-10 levels. For the former, funding is for the protection of land within the Agricultural Reserve while the latter protects open space throughout the County.*

**HOUSING AND COMMUNITY AFFAIRS – Section 16**

**Wheaton Streetscaping (Mid-County)**

Allow for wording in the CIP Wheaton Redevelopment CIP project Description Form that will allow for the maintenance of additional streetscape projects as they come online.

Project: Wheaton Redevelopment Program

*Status: Funding for the Wheaton Redevelopment Program is included for each year in the six-year timeframe. Operating Budget Impacts (OBIs) associated with additional streetscaping are detailed on the Project Description Form and will be considered, along with OBIs associated with private development, during the preparation of the FY07 operating budget.*

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## **PUBLIC SCHOOLS – Section 21**

### **School Improvements (Mid-County)**

The Mid-County area is experiencing its own boom. As many established, elderly residents move out of their homes, families are moving in with young school-age children. It is imperative that the Mid-County school improvements remain on schedule. The following schools are already included on the improvement schedule and should remain as listed: Einstein H.S. Signature Program Improvements; Northwood HS Reopening and Facility Modifications (Phase II); Parkland MS Modernization; Bel Pre ES Gymnasium and Modernization; Brookhaven ES Gymnasium; Reopening of Connecticut Park ES and gymnasium; Reopening of Arcola ES and gymnasium; facility planning for new ES #29; Glenallen ES Modernization; Montgomery Knolls ES gymnasium; Weller Road ES addition and subsequent modernization; Redland MS improvements; Candlewood ES modernization; Cashell ES modernization and gymnasium; Rock Creek Forest ES modernization; and Sherwood HS Addition.

Project: Individual School Projects, Modernizations, and Gymnasiums

*Status: The Board of Education's Requested FY07-12 Capital Improvements Program (CIP) maintains the previously approved project schedules and completion dates for individual school projects, modernizations, and gymnasiums. Keeping these projects on their previously approved schedules, required significantly more funding due to the rise in construction costs; therefore, the Board of Education's Requested FY07-12 CIP reflects a 20 percent increase for capacity and modernization projects. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.*

### **Modernization and Capacity Enhancement of Public Schools (Western County)**

Excellent public schools have long been a hallmark of the high quality of life we enjoy in Montgomery County. Indeed, our public schools' national reputation continues to be a primary motivating factor for young families moving into our community. We commend your efforts to maintain and improve our public schools in the face of looming budget challenges, including your recent support of the Superintendent's proposal for the FY06 Operating Budget, and we urge that you continue to do all in your power to preserve and enhance our public schools. To this end, we respectfully urge that the County support the modernization of the public schools in Western Montgomery County — particularly our elementary schools — by committing to

fully fund the modernization and capacity enhancement projects requested by the Board of Education in the FY05-10 CIP.

At this time, modernizations planned for many of the elementary schools in the Bethesda-Chevy Chase, Winston Churchill, Walter Johnson and Walt Whitman high school clusters have been delayed. Indeed, firm completion dates for several of these projects have not even been scheduled, even though these schools are aging, often overcrowded, and suffering from inadequate HVAC and plumbing systems.

Many of our elementary schools, and two of our middle schools (Pyle and Westland), require additional capacity to accommodate current overcrowding and projected enrollment growth; they are already operating with a significant number of portable classrooms and outdated HVAC systems. The problem is particularly urgent at our elementary schools because these schools provide a child's first experience in formal education, and their impact on a child's future cannot be overstated. Among all the County's competing capital budget priorities, we believe that the facility needs of our schools must be first, because the price of inaction is so significant. In this context, we note that there is substantial disagreement among county residents regarding the proper course of action with respect to the Seven Locks Elementary School. While we did not take a position on this issue, we hope that the CIP will take into account the full array of community concerns on this important issue.

Project: Individual School Projects and Modernizations

*Status: The Board of Education's Requested FY07-12 Capital Improvements Program (CIP) reflects a 20 percent increase, due to the rise in construction costs, for capacity and modernization projects in order to maintain their previously approved project schedules and completion dates. The Board of Education's Requested FY07-12 CIP includes completion dates for modernizations at six elementary schools, one middle school, and one high school previously without completion dates. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.*

### **Hillandale-White Oak Elementary School (East County)**

Adhere to approved timetable.

Project: Individual School Projects, Modernizations, and Gymnasiums.

*Status: The Board of Education's Requested FY07-12 Capital Improvements Program (CIP) maintains the previously approved project schedules and completion*



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dates for individual school projects, modernizations, and gymnasiums. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.

#### **Paint Branch High School Modernization (East County)**

Adhere to approved timetable.

Project: Individual School Projects, Modernizations, and Gymnasiums.

*Status: The Board of Education's Requested FY07-12 Capital Improvements Program (CIP) maintains the previously approved project schedules and completion dates for individual school projects, modernizations, and gymnasiums. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.*

### **PARKS – Section 23**

#### **Kemp Mill Urban Park (Mid-County)**

Kemp Mill Urban Park when first created won many an award for its design as an urban oasis. Over the years, maintenance of this park has disintegrated and the condition of the park has become an eyesore and a hazard to the community. The playground equipment is in disrepair, vermin swim in the pond during daylight hours, fencing has been placed at the bottom of the stairs of the park to keep silt from seeping into a nearby shopping center parking lot thereby making it virtually impossible to push a stroller into the shopping center from the park. Rather than serving as an area for the community to enjoy, this park has become a blemish on the neighborhood.

Project: Facility Planning: Local Parks

*Status: Temporary repairs and renovations to existing infrastructure in the park will take place in FY06. Facility planning for a large-scale renovation will take place in FY08.*

#### **Re-Use of the Old Brookmont Elementary School (Western County)**

One property [that warrants particular attention] is the old Brookmont Elementary School that is currently being leased month-to-month by the privately-run Waldorf School. We have been informed that the County will commence the "re-use" process for this property late this summer or this fall. Members of the different communities surrounding the property, including Sumner, Fort Sumner,

Glen-Mar Park, Glen Echo Heights and Mohican Hills, have joined together to urge that this property be kept in the public domain. Assuming it to be the case that the County does not plan to use the property as a public school, we continue to support the communities' goal, as expressed in a petition delivered to the County's real estate office, that the County convert this property into a larger "Sangamore Park" under the administration of Park and Planning. A larger park, with a second ball field, a small community center and other recreational amenities would serve thousands of residents living along the Massachusetts Avenue and MacArthur Boulevard corridors. Down-county neighborhoods currently lack sufficient ball fields and playgrounds, and a larger park would provide a needed contribution to the recreational facilities in these neighborhoods.

Project: Acquisition: Local Parks

*Status: Completion of the reuse procedure as required by Executive Regulation 4-99AM is pending. Acquisition of this site will be considered by the M-NCPPC should it become available.*

### **FY07-12 PRIORITIES RECOMMENDED BY MONTGOMERY COUNTY PLANNING BOARD**

The Planning Board has identified new FY07-12 Countywide initiatives. These initiatives include general topics that apply to several geographic areas. The priorities identified in this set of recommendations emphasize community center projects, housing initiatives, pedestrian and bicycle safety improvements, bus stop improvements, pedestrian safety improvements around schools, new signal controllers, facility planning transportation projects, and transportation demand management. Additional specific project priorities have been arranged by seven geographic areas.

### **GENERAL COUNTYWIDE AREA**

#### **Community Center Projects**

Improvement of several community centers to serve the recreation needs of our existing communities should receive high priority. A general fund is needed for facility planning for community centers. This fund would be used to recommend sites, establish joint development options, identify costs, and set priorities for the next series of community centers to be funded in Montgomery County. Priority projects include the following:

- Brookmont Elementary School – This former school site should be incorporated into Sangamore Local Park if the existing lease is not renewed

- Friendship Heights Community Center – Operational funds and limited CIP funds are needed
- North Bethesda Community Center – Facility planning and construction funds are needed
- North Potomac Community Center – Facility planning and construction funds are needed
- Scotland Community Center – Facility planning and construction funds for the renovation or replacement of this facility are needed
- Wheaton Community Center – Facility planning, site assessment and construction funds are needed.

Projects: Facility Planning: MCG

Facilities Site Selection: MCG

North Bethesda Community Recreation Center

North Potomac Community Recreation Center

*Status: The Facility Planning: MCG and Facilities Site Selection: MCG projects include recreation facilities. The design and construction of the North Potomac Community Recreation Center and the design of the North Bethesda Community Recreation Centers are included in the six-year timeframe; Scotland Community Center is included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project; Friendship Heights Community Center is a developer-required dedication in the Wisconsin Place development and operations are anticipated to commence in FY09; and the Wheaton Redevelopment Office is working with developers and WMATA to determine the feasibility of retrofitting the Rafferty Center (a portion of the existing Good Counsel High School) while also analyzing other alternatives.*

### **Housing Initiatives**

CIP funds are needed to provide joint development opportunities for affordable housing projects in Montgomery County. Joint development of selected sites owned at least partially by Montgomery County should receive high priority. Potential joint development sites that will require funds for facility planning to initiate affordable housing projects include the following:

- Maintenance Facilities at the Shady Grove Metro Station – DPWT and MCPS
- Parking Lot 31 in the Bethesda CBD – DPWT
- Silver Spring Transit Center – DPWT, MTA and WMATA

*Status: Facility planning funds may not be required to pursue joint development projects that initiate affordable housing projects. It is expected that the Adopted Shady Grove Area Sector Plan will include a recommendation for workforce housing to be included in any relocation and redevelopment project for the County Service Park (CSP). The plan recommends that several facilities serving*

*different agencies, including M-NCPPC, be relocated. Private partners for the project will be sought by the County through an RFP process. Negotiation will be conducted with selected partners to design and build the new facilities for the agencies, as well as redevelop the existing CSP property with a mixed-use "urban village" to include workforce housing. Facility planning for the projects will likely be undertaken by the private sector partners. The Silver Spring Transit Center mixed-use public/private project has completed Mandatory Referral at M-NCPPC and an application for the private portion of the project will be submitted to M-NCPPC in Winter 2006.*

The WMATA owns the following sites that will be available for joint development including affordable housing. These sites will not require specific funds from the CIP. They will require staff time from County agencies to implement joint development.

- Glenmont Metro Station – WMATA
- Twinbrook Metro Station – WMATA
- Shady Grove Metro Station – WMATA and Montgomery County
- Wheaton Metro Station – WMATA

The Shady Grove Sector Plan, the Gaithersburg Vicinity Master Plan, the Twinbrook Sector Plan, and Woodmont Triangle Amendment to the Sector Plan for the Bethesda CBD will be reviewed in the next 18 months. Providing opportunities for affordable housing in each of these planning areas through joint development of public land will be a significant recommendation in each of these plans.

Project: Parking Lot 31

*Status: Executive branch staff will participate in the joint development process for these projects; the Executive Branch has been working for more than a year to identify publicly-owned sites for public-private development of mixed-income housing. Two sites, Fleet Street and Bowie Mill Road, are being offered for development with private partners. Other sites both within the listed plans and in additional areas of the County will be pursued as they are identified; an RFP for joint development at Parking Lot 31 has been initiated. Negotiations are ongoing with the developer that submitted the top rated proposal. One element of the joint development is affordable housing.*

### **Pedestrian and Bicycle Safety Improvements at Intersections**

Pedestrian and bicycle safety concerns continue to be emphasized in the work program of the Department of Park and Planning. The CIP should place special emphasis on pedestrian safety including augmenting the sidewalk program and improving the design of intersections.

While DPWT has done a very good job of implementing sidewalks and bikeways in the county, less has been done to improve intersections for bicyclists and pedestrians, where they most often come into conflict with vehicular traffic. Intersection improvements have mostly been aimed at increasing vehicular capacity, very often diminishing the accommodation for pedestrians and off-road bicyclists by pushing sidewalks/trails closer to the road, by increasing the distance they have to cross the road, and by minimizing the time they have available to do so. Staff believes that a permanent program similar to the Annual Sidewalk Program needs to be created to construct bicycle and pedestrian safety improvements at intersections.

One of the few projects to implement such improvements was the Silver Spring CBD Traffic Improvements project. While most of the planned pedestrian improvements were implemented and the project has been closed out, there are a couple of items that still need to be pursued. Constructing intersection neckdowns would be beneficial in improving pedestrian safety by reducing pedestrians' exposure to traffic. The Bethesda CBD Bikeway and Pedestrian improvements project was reviewed by the Board on July 14, 2005, and will implement similar neckdowns along Norfolk Avenue in Bethesda. One example would be on the side streets along Georgia Avenue such as Fenwick Lane and Fidler Lane, where there is full-time on-street parking that could be sheltered by bumping out the curb at the intersection. Also, raised planting beds or other barriers in medians and along selected segments of sidewalk would be effective in deterring unsafe mid-block crossings of major roads. The raised median on Georgia Avenue at the Discovery headquarters has been very effective in this regard.

Additional locations that would benefit from such a program, as identified by both Transportation Planning and Community-Based Planning staffs include:

- Arlington Road intersections between Old Georgetown Road and Bradley Boulevard in Bethesda
- Bradley Boulevard intersections between Barrett Lane and Goldsboro Road crosswalks and sidewalks
- Democracy Boulevard at Walter Johnson High School driveway/Bells Mill Road
- Rockville Pike intersections in North Bethesda near the White Flint, Grosvenor and Twinbrook Metro stations
- Wisconsin Avenue at Western Avenue in Friendship Heights
- Woodmont Triangle intersections in the Bethesda CBD including Del Ray Avenue, Auburn Avenue, Cordell Avenue, Fairmont Avenue and St. Elmo Avenue

Projects: Pedestrian Safety Program  
Traffic Signals  
Bethesda Bikeway & Pedestrian Facilities  
Friendship Heights Pedestrian-Transit Enhancement  
MacArthur Blvd. Bikeway Improvements  
DPWT Operating Budget (PSP)

*Status: DPWT continues to strive for a balance in safety for all transportation users and the County Executive has increased resources in both the CIP and PSP over the last several budget cycles to enhance bicycle and pedestrian safety including the establishment of the Safe Route to School Program in the operating budget. In the FY06 operating budget, it is estimated that 72 engineering studies will be completed, focusing on bicycle and pedestrian safety, traffic calming and intersection traffic controls. The Bethesda Bikeway & Pedestrian Facilities project is a multistage project with various stages under planning, design and construction; portions of the Friendship Heights Pedestrian-Transit Enhancements project have been completed or are under construction by developers and a portion of work to be constructed by the County is at the preliminary design stage. Pedestrian facilities along Bradley Boulevard and Goldsboro Road are included in facility planning in the six-year timeframe.*

#### **Implement Bus Stop Improvements**

DPWT has completed their study of the county's more than 5,200 bus stops, locating the stops, assessing their safety, and making recommendations for improvements. Because there is a high correlation between pedestrian fatalities and bus stops in the county, staff believes that making these improvements is a top priority, one that should be completed in the next two years.

Project: Bus Stop Improvements

*Status: The County Executive recommends an increase to the Bus Stop Improvements project to continue improvements in the safety, accessibility, and amenities of many of the approximately 5,400 bus stops in the County. A study completed in 2005 assessed conditions at all of the bus stops in the County and will be used to prioritize improvements.*

#### **Implement School/Pedestrian Safety Study Improvements**

DPWT has completed their School Safety Engineering Study of 100 of Montgomery County's 192 public schools to determine what pedestrian safety improvements were needed in the surrounding area. Now that the problems have been identified, staff believes that these improvements should be completed in the next three years and that the study should be extended to the rest of the county's schools.

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*Status: On-going. A comprehensive Countywide assessment of all schools was completed in February 2005. Future school zone safety assessments are being conducted based on the prioritizations identified in that assessment. In FY06, funding was increased for the Safe Route to School program to facilitate implementation of school zone improvements.*

#### **New Signal Controllers**

New Traffic Signal Controllers should be able to provide variable signal timing and all-red traffic signal phases for pedestrian crossings. A new system is needed in part to provide more flexibility in the timing of traffic signals so that better pedestrian accommodation can be provided. One example of the problems with the present system is that pedestrian phase lengths must stay the same, whether the total cycle length is long or is short. (DPWT uses longer cycle lengths during peak hours to maximize vehicular capacity and shorter lengths during off-peak hours to minimize vehicular delay. The result is that the short pedestrian phase created for the off-peak phase is used during the peak hour also, reducing pedestrian mobility.) Staff recommends that the Board support [increased funding to upgrade the County's traffic signal controllers] with the stipulation that better pedestrian accommodation be provided.

Project: Traffic Signal System Modernization

*Status: The County Executive is recommending a new project that will initiate the planning phase for the upgrade and modernization of the County's computerized traffic signal system.*

#### **Facility Planning Transportation Projects**

The facility planning candidate selection criteria that reference the Transportation Policy Report and Policy Area/Ceiling Capacity should be replaced by the priorities set forth in the Highway Mobility Report. Consider using two additional criteria in selecting candidates for facility planning: Potential Master Plan Improvements and Potential Enhancement Funding Projects. We recommend that the following candidates be added to the Facility Planning Program:

- Locbury Drive Connection
- Ennals Avenue/Price Avenue Relocation
- Shady Grove Sector Plan Staging
- Shady Grove Road/Midcounty Highway
- MD355/Gude Drive
- Metro Access Roadway/Crabbs Branch Way partial interchange
- Equipment Maintenance Operations Center (EMOC) Facility Relocation Access Improvements
- Gude Drive

- National Institute of Health (NIH) Circulation
- Newcut Road, from Ridge Road (MD 27) to Comsat Drive
- Queue Jumpers
- CBD Streetlighting
- North Bethesda Trail Extension
- Muncaster Mill Road (from Meadowside Lane to Emory Lane) and Emory Lane (from Muncaster Mill Road to Holly Lane) Bikeways
- Columbia Pike (US 29) (from Lockwood Drive to Southwood Drive) and Lockwood Drive [from New Hampshire Avenue (MD 650) to Columbia Pike] Bikeways
- East West Highway Sidewalk from Chevy Chase Crest Condominium to Washington Avenue
- East West Highway Bridge over Rock Creek
- Travilah Road Bike Path from Dufief Mill Road to River Road
- Forest Glen Road Bike Path from Georgia Avenue to Sligo Creek Trail
- Jones Mill Road bike safety improvements/shoulders
- Colesville Road (MD 384) Bike Path
- Needwood Road Bike Path from Muncaster Mill Road to Rock Creek Park entrance
- Layhill Road Bike Path from Norbeck Road to Ednor Road
- Connecticut Avenue Bike Path from Bel Pre Road to Georgia Avenue
- Burtonsville Streetscape Improvements along Old US 29
- Vital Way Streetscape Improvements between Randolph Road and New Hampshire Avenue
- Damascus Town Center Streetscape

Project: Facility Planning Transportation

*Status: The County Executive has recommended increasing six-year funding levels from the FY05-10 Amended CIP. The above projects will be considered for possible candidate projects in the Facility Planning Transportation project. The facility planning candidate selection process is a thorough, multi-agency process that commences with a meeting of all stakeholders. Recommendations for candidate projects for inclusion in the program are generated by Executive Branch and M-NCPPC staff; citizens; and Metro Washington Council of Governments' Constrained Long Range Plan and Transportation Policy Report. Candidate projects are then screened on the basis of safety, congestion relief, connectivity, operational issues and inclusion in the Master Plan. Queue Jumper opportunities and coordination occur under the umbrella Facility Planning category of Preliminary Planning and Engineering.*

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### **Congested Intersections**

Staff's report on highway mobility in Montgomery County shows that of the top fifty congested intersections, all but one are intersections with State highways. The exception is the intersection of Shady Grove Road and Midcounty Highway, where our latest counts do not yet reflect the County's recent improvements.

Of the remaining top fifty, some of the intersections' Critical Lane Volumes also do not reflect recent improvements, some are currently in planning or design or are under construction, and some will be improved by developers. Some have already been evaluated for improvements but been deleted from further consideration because the capacity improvement was determined to be not worth the cost. Some are also intersections where both roads are state highways where the County is unlikely to undertake improvements and some would be included in studies that the County has already recommended to SHA that they undertake.

Of the remaining, staff recommends that DPWT consider improvements to the following intersections, all of which have one County road involved:

- Colesville Road (US 29) at Dale Drive – DPWT did some design work to add a turn lane at this intersection a few years back, but while there have been some signal changes, no additional pavement has been added to implement the planned westbound right-turn lane on Dale Drive.
- Connecticut Avenue (MD 185) at Jones Bridge Road
- Montgomery Village Avenue (MD 124) at Russell Avenue – This intersection is within the City of Gaithersburg
- Piney Branch Road (MD 320) at Barron Street
- Norbeck Road (MD 28) at Bauer Drive
- Norbeck Road (MD 28) at Baltimore Road
- Norbeck Road (MD 28) at Bel Pre Road
- Falls Road (MD 189) at Dunster Road/Falls Chapel Road

Project: Intersection and Spot Improvements

*Status: Intersection and Spot Improvements is an ongoing level of effort program with projects at the planning, preliminary design, final design and construction stages. A Countywide study to identify congested intersections and mitigation measures is being conducted in FY06. The above intersections will be considered and will be evaluated along with other intersections throughout the County.*

### **Transportation Management**

A general fund for Transportation Demand Management

continues to be needed to address traffic concerns in the major employment centers. Funds for transportation management are included in the operating budget. Transportation Demand Management is mentioned because it should be coordinated with the funds for roads and transit facilities and pedestrian and bicycle safety improvements that are included in the CIP. Providing an option to the single occupant vehicle is the primary goal of Transportation Demand Management.

*Status: Within the Department of Public Works and Transportation, Transportation Demand Management is conducted using operating budget funds in the Division of Transit Services, Commuter Services Section. As a part of the CIP process the department coordinates funding needs for roads, transit facilities and pedestrian and bicycle improvements. The Commuter Services Section operates programs such as Fare Share and Super Fare Share and conducts outreach to encourage employers and employees in Montgomery County to use alternatives to single occupant vehicles.*

## **SILVER SPRING/TAKOMA PARK AREA**

### **Downtown Silver Spring Ice Rink and Pavilion**

This project would fund the public facility at Veterans Plaza that was deleted from the last CIP due to cost concerns.

Project: Silver Spring Civic Building

*Status: The County Executive recommends funding for the ice rink and pavilion in the Veterans Plaza as well as restoration of the original level of finishes contained in the Program of Requirements with building construction beginning in FY07.*

### **Silver Spring Transit Center**

This project would provide funds for the Silver Spring Transit Center to construct an extension of Ramsey Avenue/Bonifant Street to Ripley Street within the boundaries of the property owned by Montgomery County and WMATA. Private development is required to dedicate and construct streets shown in an approved and adopted master plan. These funds would allow the public sector to meet the obligation to dedicate and construct this connection as indicated in the Sector Plan for the Silver Spring CBD. Private development is expected to implement the improvements to the central segment of Ripley Street. These funds would allow the public sector to ensure coordination between public and private projects.

Project: Silver Spring Transit Center

*Status: The Federal Government has contributed an additional \$24 million for this project. The new, multi-modal transit center will improve pedestrian safety and*

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vehicle traffic and will enhance access to mass transit in downtown Silver Spring. The project is currently in the design stage with construction projected to begin in the summer of 2007.

## BETHESDA-CHEVY CHASE/NORTH BETHESDA AREA

### **Brookmont Elementary School**

This former school site should be incorporated into Sangamore Local Park if the existing lease is not renewed. Funds for facility planning are needed to determine if the existing school could be used for recreation or other community needs.

Project: Acquisition: Local Parks

*Status: Completion of the reuse procedure as required by Executive Regulation 4-99AM is pending. Acquisition of this site will be considered by the M-NCPPC should it become available.*

### **Friendship Heights Community Center**

The private developer for Wisconsin Place will construct a community center for Montgomery County. Funds are needed to complete the interior furnishings. Funds are also needed for future operation and maintenance of the community center. An advisory committee has been formed to monitor the progress of this effort.

*Status: Friendship Heights Community Center is a developer-required dedication in the Wisconsin Place development and operations are anticipated to commence in FY09.*

### **North Bethesda Community Center**

The private developer for Rock Spring Park will dedicate a site for a future recreation center. Funds for facility planning and construction are needed for this project.

Project: Facility Planning: MCG

*Status: The design of the North Bethesda Community Recreation Center is included in the six-year timeframe.*

## I-270 CORRIDOR AREA

### **Clarksburg Fire Station**

Funds are needed for a "temporary" fire station (e.g. at the M-NCPPC Maintenance Facility located in Little Bennett Regional Park). The Master Plan recommends that consideration be given to locate a fire station in Clarksburg, close to the Town Center.

Project: Clarksburg Fire Station

*Status: An interim fire station became operational at the end of November 2005 in leased space on Gateway Center Drive. A permanent station is programmed in the FY07-12 timeframe. Acquisition is proceeding.*

### **Clarksburg Library**

Funds are needed for a library in close proximity to other public facilities in the Town Center, and to retail and office areas.

Project: Clarksburg Library

*Status: Funds for planning, design and construction are included in the FY07-12 timeframe. The County is working with the M-NCPPC and the Town Center developer to finalize a site for the new library, and with the developers in the two other potential development districts to complete the construction funding package.*

### **Germantown Service District**

An implementation study for a community-level service district to augment maintenance in the Germantown Town Center is needed. The service district would be funded through a service tax on commercial and institutional uses in the Town Center to cover additional trash pick-up, snow clearing, mowing, and landscape maintenance.

*Status: Community discussion is in progress about the concept of a service district to enhance the level of maintenance in Germantown.*

### **Shady Grove Elementary School at Casey at Mill Creek**

An elementary school will be needed for the Shady Grove area. Preliminary Plan No. 1-02022: Casey at Mill Creek has reserved an elementary school site until December 2006. Private developers may dedicate this site, but if that does not occur, funds will be needed to acquire the site before the expiration of the reservation period.

*Status: Executive Branch staff will evaluate acquisition should dedication not occur.*

### **Shady Grove Stormwater Management Pond**

This existing stormwater management pond is owned by Montgomery County. This pond is used for passive recreation. The Planning Board Draft of the Shady Grove Sector Plan recommends that this area be developed with trails and passive nature-oriented recreation. These recreational improvements to the existing pond are needed to serve the existing community.

*Status: The Department of Environmental Protection is coordinating with the M-NCPPC on potential recreational uses that will be compatible with the function of this high hazard dam for stormwater control and preserve the natural environmental setting of this pond.*

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## POTOMAC SUBREGION

### **North Potomac Community Center**

This project provides for the design and construction of a 33,000 square foot community center and a site of approximately 17 acres on Travilah Road, adjacent to Big Pines Local Park. This project is a priority for North Potomac, as the center is projected to serve a population of over 30,000 citizens, and the area has no existing community center. The project includes a Senior Center, and the need was identified in both the 1998 Park Recreation and Program Open Space Master Plan and the 2002 Potomac Subregion Master Plan.

Project: North Potomac Community Recreation Center

*Status: Funding for the design and construction of the North Potomac Community Recreation Center is included in the FY07-12 timeframe.*

### **Scotland Neighborhood Community Center**

The focal point of the Scotland community is a neighborhood community center that is undersized and inadequate to handle the diverse social and recreational needs of the residents. The site is constricted and the available space in the center is approximately half that for a typical elementary school gymnasium. Expansion and renovation is necessary in order to facilitate athletic and recreational activities for the children and youth population of Scotland. The need for facility planning for this center was identified in the 2002 Potomac Subregion Master Plan and should be considered a priority.

Project: Facility Planning: MCG

*Status: The Scotland Community Center is included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project.*

## GEORGIA AVENUE AREA

### **Wheaton Community Center**

The Wheaton Community Center is another public facility that needs improvement. A major renovation of this facility is needed. A potential for joint development on the site of the existing Good Counsel High School should be explored. The cost to design, acquire the site, and renovate a portion of the existing Good Counsel High School should be compared with the cost to renovate the existing Wheaton Community Center.

*Status: The Wheaton Redevelopment Office is working with developers and WMATA to determine the feasibility of retrofitting the Rafferty Center (a portion of the existing*

*Good Counsel High School) while also analyzing other alternatives.*

## EASTERN COUNTY AREA

### **Burtonsville Regional Stormwater Management**

Funds for facility planning and construction are needed for the regional stormwater management system in Burtonsville. This facility would serve the existing elementary school, and other existing and new development.

Project: SM Retrofit - Countywide

*Status: The Burtonsville Shopping Center is being proposed for redevelopment. The stormwater management needs for this area are being reviewed as part of the development review process. If a practical regional solution is identified, the project would be funded through the SM Retrofit – Countywide project for participation with the developer.*

### **Burtonsville Streetscape Improvements**

Streetscape improvements are needed along Old US 29 and MD 198. In addition to any funds from DPWT, these streetscape funds for improvements are needed in this area to coordinate the future development of the private and public sectors.

Project: Facility Planning: HCD

*Status: The County Executive recommends a continuation of facility planning work developing a revitalization strategy for the Burtonsville Town Center due to the impact of recent and proposed transportation projects. It is expected that the State will implement a landscaping project on old US 29.*

### **Pedestrian and Bicycle Safety Improvements**

The [Pedestrian and Bicycle Safety Improvements at Intersections] section includes the additional recommendations. In the Sandy Spring/Ashton area a sidewalk along MD 108 between Brooke Road and MD 650; also in the Sandy Spring/Ashton area a pedestrian connection between existing and new residential and commercial development, the Sandy Spring Museum, and Sherwood High School; in the Kemp Mill area a sidewalk along Auth Lane between Stonington Road and Hermleigh Road; and a crosswalk at the intersection of Norwood Road and New Hampshire Avenue should be a high priority.

Projects: Annual Sidewalk Program  
MD 108 Sidewalk

*Status: Efforts to construct sidewalk along MD 108 from Norwood Road to Hidden Garden Lane are at the final*

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*design stage and will be constructed under the Annual Sidewalk program and the new MD 108 Sidewalks project. In addition, DPWT will evaluate the Auth Lane Sidewalk for inclusion in the Annual Sidewalk Program.*

**Vital Way Streetscape Improvements**

In addition to funds from DPWT, funds are needed to provide curb, sidewalk and streetscape on this commercial street carrying increased traffic between Randolph Road and New Hampshire Avenue.

*Status: Due to the large number of candidate projects with higher priority, this project has not been included in the recommended list of projects.*

**RURAL AREA**

**Magruder Branch Stream Valley Park Trail**

Funds are needed to connect the Town Center to the Magruder Branch Trail system adjacent to the retail area.

Project: Facility Planning: Non-Local Parks PDF

*Status: This trail is included in the M-NCPPC request. The County Executive recommends increasing funding for facility planning and will look to the M-NCPPC to determine prioritization; developer contributions will be pursued as part of the development process.*